GRUMMAN
plane news

Grumman battles a blizzard

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Whew! *Some Grummanites spent two days moving the tons of snow Mother Nature dumped on Bethpage, Calverton and Great River three weekends ago. Grummanites in Food Services (photo above) kept the home fires producing hot food 'round the clock to fuel the snow shovel marathon.*

Snow squad works weekend wonder

Everyone had their own particular horror story about the February 11 blizzard. The thirty-minute ride home that took four hours; the car that wouldn't start; the frantic search for bread and milk; the five-foot snow drift against the back door. The storm started on Friday afternoon and kept on through half of Saturday, inconveniencing everybody.

While most Grummanites struggled to get home on Friday night, about 400 others in Bethpage, Calverton, and Great River stayed on to make sure there'd be something to come back to on Monday morning. As the storm dropped 20 inches of snow on Long Island, Grummanites from Facilities Maintenance, Transportation, and Plant Protection kept roads, fire lanes and runways open, and buildings safe and secure. To feed all those tired, hungry people, Food Services kept up the supplies of chili, fried chicken, bacon and eggs, and lots of hot coffee all through the long weekend.

Although no one expected the storm to be as severe as it was, the company's snow squad wasn't taken by surprise. Every November, the groups hold meeting to outline the measures they will take in a snow emergency. Nothing is forgotten or left to chance: everyone knows just what to do.

Snow job

The Facilities Maintenance people knew the location of every roof drain, manhole, fire valve, and runway light. They monitored the steam plants, the fuel oil areas, and closed the ventilation on all power transformers and air conditioning units. Then, with Transportation, they started getting rid of the snow.

The runways at Calverton are 10,000 feet and 7,000 feet; the one in Bethpage is 6,000 feet. Calverton has a snow blower that dumps 2,100 tons of snow an hour. It is so powerful that the snow from the runway would hit Plant 5 if it were used on the airstrip in Bethpage. The Bethpage airfield must be cleared with plows and brooms.

After the runways were cleared, the parking lots and walkways were done. Tons of snow were moved to sumps, woods, and fields.

Transportation went to the airport to pick up stranded Grumman travelers, or waited for them when planes were delayed. They also answered about 60 calls for help from Grummanites whose cars were stuck in snow drifts, or whose die-hard batteries died.

As people left in a hurry when early closing was announced, Plant Protection double-checked to see that all classified areas were properly secured; that coffee pots weren't left on; that unauthorized people were not in the buildings. Snow storm or not, the ordinary business of tight security had to be maintained. Plant Protection also handled hundreds of phone calls from Grummanites who forgot to write down the snow emergency numbers.

Overtime

Just as it was tough getting home that night, it was tough for people scheduled to work the evening shift to get in. Therefore, many of the people who were here on Friday morning didn't get home until Saturday night or Sunday. They worked marathon shifts, sometimes 12 and 16 hours at a clip, then napped for a few hours and started all over.

By Monday, February 14, 21,000 Grummanites were back at work in buildings with heat, light, and even places to park: a Valentine's Day present from 400 thoroughly dedicated professionals.

All clear. *The Bethpage runway was cleared in plenty of time for the Gulfstream to land on Sunday. (Photos by Jim Prestinari; cover posterization print by Jeff Koehler)*

Elections, appointments, business strategy group headline board meeting

At its February 17 meeting, the Grumman Corporation board of directors announced elections and appointments in Grumman Corporation, Grumman Aerospace, Grumman Data Systems, and Grumman St. Augustine.

Grumman Aerospace Executive Vice President John O'Brien has been elected president of Grumman Data Systems. He succeeds Bob Nafis, who was elected a vice president of Grumman Corporation and named to the new post of assistant to Grumman Corporation Chairman Jack Bierwirth.

O'Brien joined the company in 1954 as a Flight Test analyst and became a Flight Test project engineer in 1958. He moved to Contracts Administration in 1960; he was appointed assistant director of Contracts in 1965 and director in 1966. In 1969 he was named director of Resources.

O'Brien was elected administrative vice president of Grumman Aerospace in 1970, and senior vice president for Administration and Resources in 1975. He was elected executive vice president for internal operations in 1979 and was named to the Grumman Aerospace board of directors that same year.

Nafis joined Grumman in 1949. He was named chief Business Development engineer in 1963, then director of Antisubmarine Warfare programs in 1965. In 1968 he became F-14 program manager.

He was elected vice president for Corporate Development of Grumman Data Systems in 1970 and president in 1973.

The board also announced the election of Joe Walter, director of A-4 programs for Grumman International, to president of Grumman St. Augustine Corporation. He succeeds Ross Mickey, who has announced his retirement. Mickey was GSAC's first president and treasurer when it opened for business in 1980.

"Joe Walter's background makes him uniquely qualified to lead Grumman St. Augustine through the period of growth ahead," said Grumman Aerospace President George Skurla, making the announcement. "He will do an excellent job succeeding Ross Mickey, whose leadership started us on the road to success."

Walter joined Grumman last year after retiring as a captain in the Navy. A Naval Academy graduate and aviator, Walter was the commanding officer and A-4 weapon systems manager of the Naval Air Rework Facility in Pensacola, Florida. He had also been F-14 program chief engineer for the Naval Air Systems Command.

Ross Mickey started with Grumman in 1966 as director of A-6 programs, following a 25 year career in the Marine Corps. He was later appointed director of Aircraft Programs, director of Corporate Programs, and was elected a vice president of Grumman Aerospace in 1971. He was elected a senior vice president in 1975, and in 1977 was elected vice president for International Affairs of Grumman Corporation.

In addition, the board announced the formation of a business strategy group to advise Grumman Corporation Chairman Jack Bierwirth and Grumman Corporation President Joe Gavin. Members of the group are: Nafis; Dan Huebner, GAC senior vice president-Marketing and Advanced Technology Development; Renso Caporali, GAC vice president-Advanced Technology Development; Bob Freese, Grumman Corporation senior vice president and treasurer; and Rolf Larson, Grumman Corporation vice president.

The group will assess the corporation's technologies, opportunities, and competition and will make recommendations on these and other business issues.

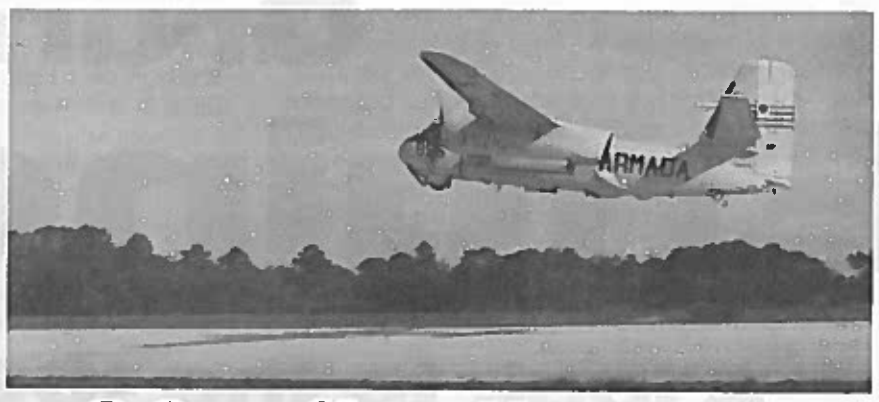
"We see great opportunities ahead," said Bierwirth. "The job of this group is to make sure that we understand those opportunities in time and in sufficient depth to shape Grumman's future."

Finally, the board announced the appointment of Wesley Oglesby and Michael Solomita as assistant treasurers of Grumman Aerospace.

Oglesby, who has been director of Finances since 1975, has been named assistant treasurer-Finances. He joined Grumman Aerospace in 1963 as a systems analyst. He was named assistant manager of Corporate Audit and Procedures in 1967 and manager in 1973.

Solomita has been named assistant treasurer-Accounting.

He joined Grumman Aerospace in 1963 as a cost analyst, and was named a supervisor in Contract Cost Analysis in 1968. He became deputy director of Accounting in 1970 and director in 1977.



S-2s off to Uruguay

It was time to go home. The last two of three S-2G Trackers overhauled by Grumman St. Augustine Corporation (GSAC) for the Uruguayan Navy left Florida on January 27. The first of these antisubmarine warfare aircraft headed home in September.

GSAC, a wholly-owned subsidiary of Grumman Aerospace, also builds G-111 amphibians for Resorts International, converts A-6s to KA-6D tankers for the U.S. Navy and has just begun an A-4 Skyhawk refurbishing program for Malaysia.

Uruguay was the second customer in the S-2 program. GSAC had previously overhauled three Trackers for Brazil and is now working on three for Peru.

Grumman began building what was then designated the S2F-1 Tracker in 1953. Today 10 countries, half of them in South America, use over 120 Trackers for maritime and antisubmarine patrol.

GRUMMAN plane news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Editor
Norine Lyons Ext. 5119

Senior Associate Editor
Kathy Housley Ext. 3293

Associate Editor
John Vosilla Ext. 5118

Editorial Assistant
Clare Byrne Ext. 8999

GAC gets $7-M Martin Marietta pact

The Martin Marietta LANTIRN has given a green light to Grumman.

Martin Marietta Aerospace of Orlando, Florida, selected Grumman Aerospace to provide automatic test equipment for the Low Altitude Navigation Targeting Infrared for Night (LANTIRN) radar system. This is a navigation and targeting system that gives a day and night under-the-weather strike capability to U.S. Air Force A-10 and F-16 aircraft.

"We're very enthusiastic about this program because it's our first major MATE contract," says Ed Stroud, the head of Automatic Test Equipment (ATE) Systems.

MATE is the acronym for the Air Force's Modular Automatic Test Equipment, a system of standardized test equipment for the Air Force's aircraft systems.

Under this contract, worth about $7 million, Grumman will develop and deliver two sets of automatic test equipment and test programs in support of Martin Marietta's full-scale development program. In the production phase of the LANTIRN program, Martin Marietta plans to acquire over 50 sets of the test equipment; that contract could be worth $50 million.

Work will be done by the ATE Systems group of the Integrated Logistics Support department.

ATE Systems builds modular computerized test equipment based on a system of rack-mounted components. The most recently delivered product of this system is RADCOM, a test unit built to check out the radar communications gear carried by the Grumman Hawkeye.

The first operational installation of a RADCOM unit was made for the Pacific Fighter and Airborne Early Warning Wing at the Miramar Naval Air Station in October of last year. Since then, units have been put into operation with the Navy.

Grumman Engineering

A look to the 1990's and beyond

Willard "Will" Bischoff is director of Engineering at Grumman Aerospace.

Since he joined Grumman in 1948, he has held a number of posts, all within Engineering. He served as a structural designer and later as group leader on the S-2F, W2F and F9F-8T. In 1961, he joined the vehicle engineering group on the Lunar Module and became engineering manager in 1969. He continued as the LM engineering manager through the Apollo 17 mission.

After serving as engineering manager on the Shuttle Wing Program, Bischoff became director of Design Engineering. In September 1981, he was named to his present position when Software and Engineering Departments were combined.

In a recent conversation with PLANE NEWS, Bischoff explored today's and tomorrow's challenges facing the 2,500-member engineering workforce.

How has the engineer's job changed in the past decade?

The advent of the computer is radically changing the engineering process. The vastly increasing data processing capability permits us to obtain much higher levels of performance from our systems. For years, we've built little kingdoms of various skill groups. The computer is just knocking down all those walls. It is pulling together many engineering activities which have traditionally been independent.

Computers not only have an impact on the capabilities of our highly sophisticated products but also on the way we go about creating them. With computers, we can perform more work with greater precision than ever before. The increasing demands on performance of our systems requires greater accuracy and more rapid processing of greater volumes of data.

I started in this business a long time ago. I grew up on the drafting board. And I learned that in order to make it in engineering you had to be a draftsman first. At the time, the work was centered around the ability to create pictures of what you had in mind. You had to be able to draw and letter nicely and so on. The computer is changing that engineering task and many others as well.

What percentage of Grumman engineers work with computers?

Every engineer deals with computers in some capacity, whether it's for analysis, planning, or computation. The computer system that will revolutionize the way we do business is inhouse right now: CAD/CAM (Computer Aided Design/Computer Aided Manufacturing).

How long has Grumman been using this system?

We received our first terminals over 10 years ago. In the last two or three years, we've grown quite rapidly. We now have 84 graphic terminals operating and we'll double that figure by the end of the year. The reason for this rapid growth is twofold.

First, we're in competition for how we go about producing our products as much as for what our products can do. So we need to use the GEMS (Grumman Engineering/Manufacturing System), our version of CAD/CAM, because our competition is using similar systems to design and produce *their* products. It permits us to create more precise engineering information and consequently improves the quality of our products.

Second, we've had some opportunities to jump in and apply the system. We've done that with the X-29 which has four major advances in the state of the art: the forward swept wing, the basic aerodynamics of the airplane, the fly-by-wire flight control system and the aeroelastic design of the composite wing. It's the first time we've designed an airplane completely on the scope. Not only are we advancing the state of the art for what goes into the airplane, but we're advancing the state of the art in how we are doing it.

Can this CAD system be used on other aircraft programs at Grumman?

We haven't designed a totally new airplane from a clean piece of paper in a number of years. When you start redesigning elements of our existing airplanes you need to consider very carefully whether you use the graphic system. Because in order to do it, you've got to take an existing design and load it into the data base to work from it. If I were to design a new wing from scratch for the A-6, I'd do it on the graphic system because I could input that element of the plane into the data base. If I were to design just a new wing tip for an A-6 which would go on an existing wing, it wouldn't be cost effective to load what is necessary into the data base. On the other hand, we find an increasing demand for going back and reexamining or reassessing the structural life of our existing airplanes. We're doing structural assessments on airplanes we designed 20 years ago in the framework of today's science. We are currently doing that with the E-2 and C-2. The graphic system permits us to do a very complete, finite element model of the airframes and reanalyze them for today's service life — a complex task that was very tedious not many years ago.

'For years, we've built little kingdoms of various skill groups. The computer is just knocking down all those walls.'

What impact has GEMS had on Engineering?

We've already proven that we can operate more efficiently. We can accomplish the same amount of work with fewer manhours. That is especially true when it comes to the production of drawings.

What is your ultimate goal for GEMS?

The thing that is missing today is the ideal: for all engineering elements — from Advanced Systems to structural design and analysis to production of drawings to manufacturing — to work from a common data base. We haven't refined the system to that point yet. Eventually, we

will achieve the ideal but it is going to take several years and some vast changes in the way we operate. But the result will be significant improvements in productivity and in the performance of our products. That's the potential. That's the ultimate.

Could we do this by 1990?

Yes, we have all the elements. We just haven't put them together.

In addition to GEMS, what other changes are taking place in the engineering world?

The computer is beginning to change the methods we use for designing electronic systems, such as electronic warfare (EW) systems and black boxes. We are starting to develop a system called CASE (Computer Aided Systems Engineering). Its intent is to develop a methodical way of designing an electronics/software intensive system. Its application is a little way off but I think it will provide a badly needed organized approach to the design of an EW system, or a black box that must perform a specific function.

Can you tell us a little bit about systems engineering?

We're getting ready to start an extensive program to train systems engineers. We plan to take people who have shown ability outside their own discipline and place them in the course. We're looking for engineers who have the ability to step away from their specialty and take a good, long look at the entire system . . .the interplay between disciplines. We have a limited number of people with this ability and the nature of our work in the future is going to place an increasing demand on their skills.

Looking into the future, do you believe every member of the Engineering Department will have a terminal at his desk?

It's not realistic. In an engineering department such as ours with a diversified cross section of people and work, not everyone is going to sit down at a terminal every day. There are too many things that engineers have to do — work that will never be done by a computer. I think we'll reach a level where there will be a cadre of people who are on the scopes all the time. They'll fill the need and we'll carry on from there.

There are approximately 2,500 people in your department. What is the average age/years experience of that workforce?

In Engineering, the average age is 45.7 years or about 23.7 years of experience. Mainly through attrition, that average has been declining in recent years. In the aerospace industry, the average is a bit lower. . .around 41 years of age.

Is it beneficial for Grumman to have an engineering workforce whose average age is higher than the industry norm?

People here are very dedicated to their work and their company. Grumman is very much a part of their lives. For that reason, we have a very stable workforce, compared to other companies where there is more movement from job to job.

I've been in this department for 35 years — and I'm very proud of it. I think the people in Engineering have an incredible amount of capability.

Competition is very keen for hiring new engineering graduates in the aerospace industry. What success has Grumman had in tapping the new grad market?

We are doing very well. Last year, we hired about 130 new engineers — most of them from local colleges and universities. This year, we anticipate hiring 90 or more.

Grumman is very attractive to young engineers getting out of college. Because we didn't hire engineers in the mid-70s, we have a dearth of engineers in their mid-30s, so there are plenty of opportunities for these young engineers. We have done well in hiring minorities and we continue to look for women engineers. We've managed to hire women in the software/avionics engineering fields, but we need to find more women for our mechanical/structural engineering areas. As more and more women enter this field, we hope to fill that gap.

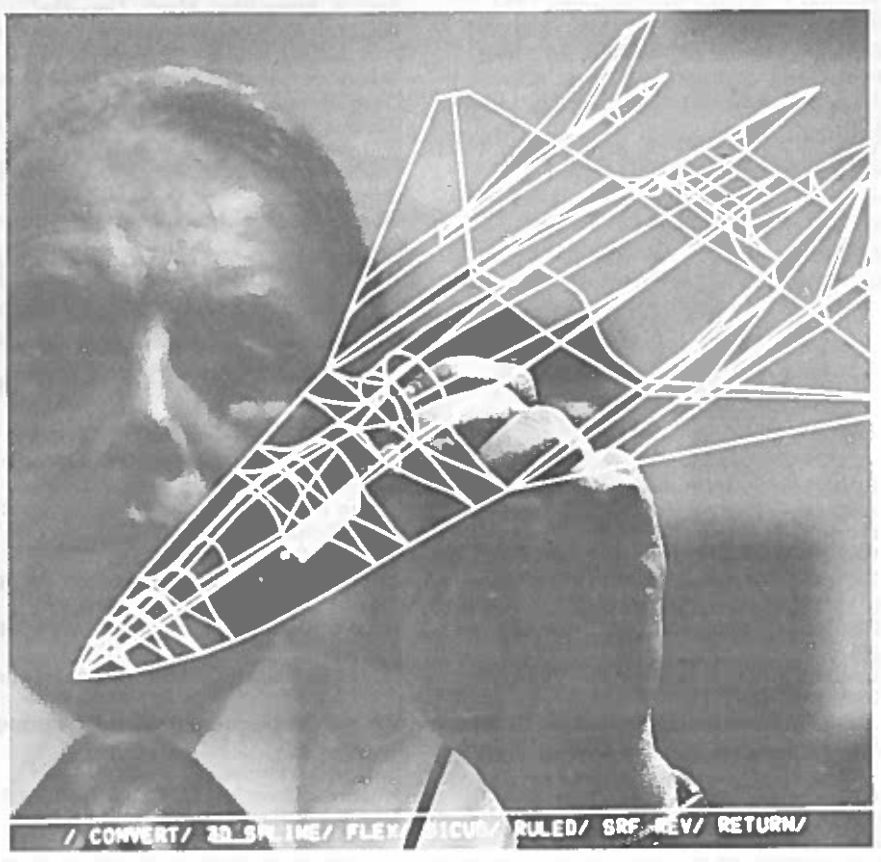
'We're looking for engineers who have the ability to step away from their specialty . . . and look at the entire system.'

What do you see as the company's strengths in engineering?

We have a long standing reputation as a top airframe designer. We've spent many years developing that expertise. Another strength is in systems development: taking individual systems and integrating them into a total package. We've demonstrated that strength with the A-6, EA-6B, E-2C, and EF-111A.

I believe we can strengthen our expertise in more automated software and avionics design and in airframe design analysis. We are concentrating our efforts in these areas. In addition, we must continue to refine our way of designing new systems, the way we transfer data from one area to another. That is essential if we are to remain competitive in the aerospace industry.

We are doing well. We are holding our own with our competitors. But it's essential that we not only use the latest state of the art in our products — we must also use the latest state of the art when designing those products. The company that can do both will survive in the years ahead.



In scope. *Thousands of Grumman engineers spent hours on the drafting boards during the LM years (photo above); today's engineers use computer aided design systems (at right) which could eliminate drafting completely.*

service milestones

R. Geist Jr.

J. Capelluto

W. Haynes Jr.

L. Popovich

J. Giarraputo

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Anthony T. Natale, Prod. Supervision (1)
Alfred E. Munier, Market & Adv. Tech. (5)
George W. Cain, Support (6)
Arthur E. Sobisek, Prod. M/S (6)
Henry L. Koehler, Q.C. Lab. (10)
Paul A. Anbro, Veh. Des. Proj. Mgt. (272)
Anthony L. Messina, Aircraft Avionic Sys. (279)

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Wilfred R. Smith, Join & Mid. Mod. Install. (1)
John A. Phykitt, Prog. Matl. Mgmt. (1)
Alfred O. Keech, Fuselage Join. (2)
William J. Blyman, Ordnance (2)
Authur W. Johansen, BPA Mach. Parts Insp. (3)
Calvin C. Burchett, Flt. Op/Gulf (O&R) (4)
Ernest K. Kannig, Pl. 14/26-Inst. M/S (5)
Edward F. Barta, Assy, Methods (5)
John C. O'Hare, Matl. Ops. (6)
Joseph H. Whitney, Electronic & Mech. ILS Supp. (6)
James H. Rogers Jr., Indust. Safety/ Hygiene (35)
Robert F. Mohrman, Loads & Crit. (35)
Thomas L. Keller, Sys. Sciences (35)
Willard R. Bischoff, Eng. M/S (35)
Donald C. Broggini, ILS Sub-Sys. Eng. (40)
Robert E. Somers, Electro-Mech. Lines (40)
William J. Hauck, Veh. Struct. Anal. (47)
George Eyring, Q.C. Inspection (66)
John H. Combes, Log. Servs (294)

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Robert K. Gilmore, Controls (2)
Andrew J. Hejnas Jr., Hull Assy. (2)
Herbert A. Matthews Jr., Prod. Plnng. (2)
William V. Johnson Jr., Machine Shop (2)
Robert J. Harrison, Mach. Op-Parts Ctl. (3)
Charles J. Pohanka Jr., Q.C. Insp-Mech. (4)
Ignatius S. Papa, Maint-Facil. Equip & Gen. (5)
Albert C. Morrison, Struct. Test (5)
Harold A. Arnesen, Assy. Tool & Handl. Equip. (6)
Augustine J. Lanzo, Personnel Comm. (28)
Mary Reedy, Reqts. Plnng. (30)
Eugene Miritello, Purch. M/S (30)
Frederick R. Coningsby, PPO-A6 & EW Prog. (40)
Anthony J. Gancio, Mech. Detail & Fin. (43)
Jacque Caffrey, Air Frame Sys. (294)

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John S. Capelluto, Bethpage Matl. M/S (3)
David F. Gebhard, Adv. Aircraft Sys. (5)
Alfred P. Korte, Support (6)
Stephen R. Hambsch, ILS System Concepts (25)
William B. Haynes Jr., Land Gear Carrier Suit AB/ARM (25)
Louis B. Popovich, P.M. EF-111 (40)
Joseph A. Giarraputo, Subcontractor Surveil. (287)

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Albert L. Spencer, PPO-F-14 (1)
Ronald G. Kudla, ILS Dig. TPS Eng. (1)
Herbert F. Lohr, ILS Tech. Servs. (1)
Hector Caccia, ILS Elect. Pack. (1)
Joel W. Schachter, Mech. Des. Staff (1)
Kenneth M. Bryers, Land Gear Carrier Suit AB/ARM (1)
Salvatore Greco, Vehicle Liaison Eng. (1)
Rein Ebrus, Eng. Admin. Op. (1)
Charles M. Solomon, Prog. Contracts (1)
William Slawata, Major Assy. (2)
Walter P. Whittard, Wing Inner Panel & Combo (2)
Donald Q. Lewis, Bus. Mgmt & Admin. (2)
Cecil E. Hollar Jr., Mfg. Prop. Mgmt. (2)
E.R. Hosking, Pl. Servs. (2)
Roy G. Haynes, Machine Shop (2)
Gene K. Chan, Prod. Eng. (2)
Charles S. Valleau, M & ME M/S (2)
Richard K. Patwell Jr., Mfg. Plnng. M/S (2)
Monica V. Wojtyniak, Jigs & Fixtures (2)
Peter J. Murray, Maint-Facil. Equip & Gen. (2)
Calvin F. Wieck, Veh. Liaison Eng. (2)
John Triold Jr., Convent. Machs. (3)
Philip J. Sullivan, Spotweld (3)
Jimmy E. Mazzola, Honeycomb Prefit. (3)
John F. Bennett Jr., Honeycomb Final (3)
James L. Vankirk, Maint-Rearrangement (3)
William L. Skinner Jr., Maint-Rearrangement (3)
Richard J. Gogarty, Stockrooms (4)
Martin I. Plawsky, ILS Eng. Mgmt. (4)
Edward J. Baran, ILS Elec. Pack. (4)
James Ruszkai, Sub-Assy. Major (5)
George F. Dery, Advanced Procure M/S (5)
James A. Holmes, Maint. Indust. Control (5)
Daniel M. Pearce Jr., Pwr. Pl. Des. (5)
Thomas J. Restivo, Sys. Test (5)
James B. Bianchini, Sys. Integ. (5)
John J. Horan, Mass Prop. Anal. & Cntl. (5)
Robert D. Catenaro, Computer Arch. (5)
Philip Motley, Electromech. Des. (5)
Donald B. Anderson, Nav. & Control Equip. Des. (5)
Douglas J. Lindeman, Operations (5)
Michael Lenzo, Field Ops. M/S (5)
Peter F. Alford, Aircraft Avionic Sys. (5)
Rudolph Ferro, Prod. Dev. Cent. (5)
Natale Tramontano, Maint-Facil. Equip. & Gen. (6)
Raymond F. Travelyn, Structures (6)
Herbert H. Smith, Ordnance (6)
Richard P. Montgomery, Support (6)
James C. Jehle, Prog. Coord. (6)
Joseph N. Wiley, Corp. Instr. Sys. (7)
Ernest G. Maines, Flt. Avionics (7)
Richard P. Witt, Mavig. & Cntl. Equip. PRD Supp. (7)
John J. Pierini, Dir. Cal. Eng. & Staff (8)
Charles W. Schnath Jr., Cust. Supply Reqts. Mgt. (9)
Louis V. DiGiulio, Projects Plnng. (9)
Warren C. Schoppmann, Prog. Plnng. Cntrl. & Budg. (9)
James L. Woodford, Elect. Test (14)
Joseph E. Meyer, Maint-Rearrangement (14)
George D. Breen, Sys. Des. (14)
Margaret T. Honohan, Repro Servs. (15)
Edward R. Salage, ILS Pubs Control (15)
Leroy H. Wagner, Trans-Ops. (20)
Rachela A. Fontana, Insp. Methods (24)
Andrew J. Vitzthum, PPO-E-2C (25)
Julian A. Foehl, ILS RF/Servo/Elec TPS Eng. (25)
Salvatore A. Licari, ILS Elect. Pack. (25)
Grahme P. Fischer, Controls & Mech. (25)
Lawrence D. Brown, Veh. Struct. Anal. (25)
Eugene J. Griffin, Safety & Maint. (25)
George E. Negri, Electromech. Des. (25)
Joseph P. Allison, Avionics Des. Proj. Mgt. (25)
Joseph W. Zuchorski, Operations (25)
Charles E. Bookbinder, Operations (25)
Carlos A. Paez, Veh. Des. Proj. Mgt. (25)
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Joan M. Kettell, Finance Dept. (30)
Irene E. Quinn, Acct. & Adm. (30)
James P. Geraghty, Supplier Cntrl. (30)
Constantine M. Chiros, ILS Elect. Pack. (31)
Michael Ugenti, ILS Auto Test Equip. Eng. (31)
Ernest G. Wanke, ILS Sys. Concepts (35)
Joseph T. Zalesak, Computer Aided Struct. An. (35)
Philip W. Mason, Computer Aided Struct. An. (35)
Philip H. Williams, Sys. Cost/Perform. Anal. (35)
Jimmy Garraffo, Computer Sys. Ops. (35)
Vincent L. Accolla, Computer Sys. Ops. (35)
William K. Toolan, Navig. & Control Equip. Des. (35)
Reuben R. Chow, Aerophysics (35)
Kenneth C. Carmen, Des. Supp. M/S (35)
Howard L. Berman, FL Science M/S (35)
Robert E. Knoetgen, Sys. Dev. & Integ. M/S (35)
Martin K. Makboulian, Corp. Proced. (35)
Richard J. Driscoll, Prog. Procure-Trainer Sys. (40)

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Due to space limitations, additional 20-year, as well as 15-year anniversarians will be listed in the next edition of Plane News.

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who retire in February are:

Robert D. Abernathy (30), Robert L. Abrams (1), John Biako (12), Alex Bobrick (4), Carl R. Caputo (2), Robert J. Condolff (25), Thomas F. Deacy (18), Joseph J. De Filippis (2), Robert W. Dietz (25), Robert T. Elsdon (1), Humbert R. Fuentes (1), John Galletta (3), Samuel A. Gentile (30), Olga Gonzales (7), Joseph F. Griffin (6), William R. Izzo (4), Robert E. Jahrling (12), Mary L. Koch (30), William F. Kummer (35), Dorothy J. Lambert (25), Louisa Leblond (15), Edmund Le Viness (2), Stuart P. Anderson (1), Thomas A. Brown (40), Thomas E. Dean (5), Peter S. Della Pietra (3), Dominick R. Di Fede (30), Louis F. Giordano (3), Frank V. Kaprinski (3), Dorothy Kuppler (2), Eugene A. Leblond (3), Lydia L. Mallonee (40), Muriel A. Pannullo (7), Joseph A. Moessmer (30), Alfred J. Monahan (17), Franklin H. Morrell (85), Edward Nikodem (5), Anthony Podejko (8), Anthony A. Pyzeski (2), Edward B. Richard Jr., (5), Alice I. Saari (81), James E. Smith (43), Stephen J. Turek (35), James T. Russell (20), Joseph Stocker (3), Abraham Schulkin (25), Dorothy Chapter (2), Maria G. DeGenova (35), Dominick Rullo (2), Salvatore R. Volpe (2), Vincent Barraco (1), Kenneth B. Williams (2), Robert Santiago (6), Josephine T. Matters (44), Robert H. Fortin (1), Edmondo M. Mastroianni (35), Howard J. Winkelman (3), Richard Yoos (26), John B. Maresca (4), William P. Walsleben (30), Guillermo A. Rivera (5), Lloyd G. Wright (3), Herbert E. Ross (30), Perry N. DiGiovanni

people

Missed it by that much

Poor George Rowe. An operations supervisor for Product Modification and Test at Pt. Mugu, California, Rowe had put in two years as a member of the Industrial Advisory Board for the Center for Employment Training (CET). In fact, since January of '82, he's been the board's chairman.

He's worked hard for them. As chairman he's spoken to many groups. Once he appeared before the California state legislature to seek funds for CET. As a board member he's helped make sure CET's job training programs teach the skills needed by the electronics industry of Greater Ventura County.

CET wanted to thank him for his work. He was to get the CET Executive Director's award, and many people came to a board meeting to surprise him.

But Rowe wasn't there.

"It was the first time I had ever missed a meeting," Rowe says. "I was flat on my back from a skiing accident."

George Rowe

Rowe did, however, get his well-deserved award for doing a job he doesn't plan to give up.

He plans to run for a second term as chairman of the advisory board. "I feel now I've learned what it's all about. The first term, I was walking on thin ice for a while. It was a learning process that will help me to be even more effective now."

Picking the winners

George Weinstein is an engineer in A-6 ILS systems in Plant 40.

But he has another job that's also very important. Though it doesn't pay anything, it's valuable to the nation. His job is to find military leaders of the future: high school students to be recommended for appointment to the service academies.

Weinstein was asked by Representative Benjamin Gilman, whose district takes in much of Rockland and Orange Counties in New York, to join his district's Service Academy — Intern Review Board.

As a member, Weinstein will meet all the applicants from the district. The board will then recommend Gilman's nominees to the academies.

Weinstein was proud to accept the offer, though working with legislators is nothing new for him. "I've had close contacts with legislative officials for a long time as a national official of the Jewish War Veterans," says Weinstein. He is currently the chairman of their national housing committee.

George Weinstein

His first day on the job with the review board was last Friday, when the board was briefed by officers from West Point. When he does start interviewing candidates, what sort of young person will he be looking for?

"It has to be someone who has the mental discipline and talents to take on the demands of the academies," says Weinstein. "We're looking for more than just good grades."

obituaries

RONALD G. ROSE of Machine Oper-Tech Service, Pl. 3, died Jan. 31 at the age of 45. He had been with the company since 1965 and resided at 28 Thompson Hill Rd., St. James.

McINTOSH W. SMITH of Business Planning, Pl. 43, died Feb. 4 at the age of 45. He had been with the company since 1963 and resided at 71 Gordon Ave., West Babylon.

RALPH KUCKENS of Assemblies, Pl. 3, died Feb. 5 at the age of 56. He had been with the company since 1965 and resided at 57 Chimney Lane, Levittown.

CHARLES K. FRIEMAN of Stuart Tool Engineering, Pl. 77, died Feb. 5 at the age of 39. He had been with the company since 1974 and resided at 1051 Sugar Sands Blvd., Riviera Beach, Florida.

EDWARD G. TEWES of EBW-Machining, Pl. 2, died Feb. 7 at the age of 61. He had been with the company since 1960 and resided at 19 Sideview Dr., Oyster Bay.

personals

I would like to thank all my husband's co-workers and friends for their sincere and kind thoughtfulness in our time of great sorrow. Marie Castellano and Family

My family and I wish to acknowledge with deep appreciation the kind expressions of sympathy offered by friends and employees during the recent passing of my wife, Louise. Nick DeJesu

My family and I would like to thank everyone for their expressions of sympathy and kindness during the recent loss of my mother. Wilford B. Brown Jr.

My family and I wish to express our gratitude for the kind expressions of sympathy during the loss of my wife, Stella Matthew. Alexander Matthew and Family

We would like to acknowledge with deep appreciation the kind expression of sympathy offered by fellow employees during the recent loss of our mother. Ann Bordenaro and Edward C. Valvana

calendar

Alcoholics Anonymous: every Mon., 4:30 p.m., Pl. 15, conference room C, closed meetings; Personnel Relations, Ext. 3521, Great River meetings: every Wednesday, 4-5 p.m. T. Connolly, Ext. 3521, Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Guard Hdq.; open meeting. Personnel, 369-6759, C. Robb, Ext. 117-7038

ASHRAE: Tues., March 8, Linden Tree, 6 p.m. Technical program. Guests welcome. A. Rubenstein, Ext. 0725

Ski Club: Tues., March 15, Tiki Lounge, North Babylon, 8:30 p.m. Guests welcome. A. Garmendia, Ext. 7819/8910

Society of Manufacturing Engineers: Fri., March 18, Woodbury Country Club. Woodbury, 8 p.m., dinner; $25.00 per person. V. Pavlik, Ext. 8737/3412

Tennis Club: Wed., March 16, Recreation bldg., 5 p.m. Guests welcome. H. Frauenberger, Ext. 9587

Toastmasters Club: every Wed., Headquarters bldg., cafeteria, 5-7 p.m. Grumman employees only. J. Cubells, Ext. 1843/A. King, Ext. 6779

EIP annual meeting set for March 24

Get your financial questions ready. The annual meeting of the Grumman Employee Investment Plan will take place on Thursday, March 24.

All plan members are invited to attend the meeting, which starts at 5 p.m. in the Plant 28A auditorium.

Fiduciary Trust Company, Bankers Trust Company and the Aetna Insurance Company will be represented at the meeting.

In addition to hearing reports on the performance of the plan's funds over the past year and projections of their future performances, you'll have the opportunity to ask questions of the plan's managers.

In order that a maximum number of inquiries can be answered, the EIP office suggests that you fill out the form printed on this page if there are certain topics you would like discussed. These suggestions are important; the evening's agenda is usually prepared around them. Mail your inquiries to the Employee Investment Plan, A03-28.

Those of you who will not be able to attend the annual meeting will be able to read a summary of it in *Plane News*.

Investment plan inquiry

I'd like to have the following topic discussed:.....

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Mail to: EIP, A03-28

scorecard

A little slam-dunking

"It's the best game we've played so far this season," says assistant varsity basketball coach Ron Knight, referring to Grumman's recent 92-69 trouncing of Fairchild Republic.

"Fairchild was playing a zone defense against us in the beginning of the game," points out Knight, "the most effective defense against us this season." But not this time. The Grummanites tore it apart by moving the ball around, and the closest Fairchild got to them was 11 points.

The Tomcats then jumped over to the Glen Cove league and ransacked Clubhouse on February 6. Columbus Poole put on an impressive performance in the Grumman squad's 89-77 victory. Poole pitched in 35 points and pulled down 11 rebounds. Julius Longshore had a dozen rebounds and 10 points.

After those two impressive wins, the Tomcats ran into trouble two nights later against rival Grumman Data Systems. GDS had beaten the Tomcats once, early in the season, though they had lost the second meeting of the two teams. GDS was out to take the third.

At first, says Knight, things were going well. "We were winning by 14 points."

But GDS put the pressure on and the Tomcats made mistakes, — lots of mistakes. Says Knight, "We turned over the ball 26 times. We were very lucky to win this one."

Knight says the team got lots of help from the bench in pulling this game out, especially from "Bruise Brothers" Jim McKinstry and Terry Mitchell and Mike Polan. McKinstry had 14 rebounds and Mitchell pumped in 14 points. Poole led Tomcat scorers with 24.

Tomcats need you

Long Islanders may still have aching muscles from the Blizzard of '83 and aren't quite ready to face the thought of getting into shape for Spring. Nevertheless, it's time to think about softball. The Grumman varsity team has already scheduled tryouts on the Tuesday and Thursday evenings of April 12, 14, 19, 21, 26 and 28; also April 10, 17 and 24 — all Sundays. Sunday practice starts at 10 a.m. and weeknights at 4 p.m. on the Plant 3 field.

Give it a try — you might be better than you think.

For more information call Joe Cavalluzzo, Ext. 3756, or Bill Diercks, Ext. 7619.

Snowed out

The Blizzard of '83 forced the 10 qualifiers to stay home on February 12 and wait one week to compete for the five starting spots on the Grumman Varsity Men's Bowling team. *Plane News* will report the results of the February 19 roll-offs in the next issue. Nevertheless, the roster of men who will wear Grumman shirts in Industrial League competition this year is official.

Heading the list, and sure to retain the honor of being number one qualifier and captain of this year's team, is Ken Smith, Jr. Smith rolled a 5113 series for the 24 game qualifications. He leads rookie Ed Eng by a total of 278 pins.

Eng has the slimmest of leads over the man in third place, last year's captain Ed Gabriel. Eng's 4840 series tops Gabriel by just 13 pins.

In fourth place is Frank Tucholski with a 4798 and in the fifth and last starting spot is Jack Nielsen with a 4767.

Challenging Nielsen for a starting spot is newcomer Neil Napolitano with a 4713. Two more rookies on this year's team, Alan Stundis and Jeff Pecht, follow with totals of 4667 and 4593, respectively. John Ebron qualified with a 4579 score and Dave Evans took the last spot on the team with a 4563.

The team's first Industrial League match was the Pan American Mix last Saturday at Mid Isle Lanes in Hempstead.

Crowd pleasers

"Hey! Twenty-one is hitting my son!" The lady yelling this from the stands of the Nassau Coliseum during the February 9 hockey game between Grumman and European American Bank wasn't too happy with the way Grumman's Jimmy Allen was keeping her son away from the Grumman goal. Although hundreds of Grumman fans were, she had the last laugh as EAB won 6-4.

But on this, the Long Island Industrial Hockey League's Sponsors' Night, everyone was a winner.

The captains of both teams presented their companies with plaques. Grumman captain Jimmy Allen presented one to Dan Knowles, Aerospace Vice President — Personnel and Administration. "I want to wish you a lot of success tonight, as well as for the future of the league," said Knowles when he addressed a crowd of 700.

Also on hand for the pre-game ceremonies were Louise Krause of European American Bank and Dan DiStefano, who is an aide to Nassau County Executive Francis Purcell.

Grumman's Ron Lombardo sang the National Anthem to get the game going, but it was the great, though futile goal-tending of Grumman's Kevin Kiendle and the goal scoring of John Look, Ken Rziemieniewski and Tim Shelley the Grumman fans plenty to cheer about, in spite of the loss.

Breakaway. Grumman defenseman John Look got the Grumman team off the mark in the Nassau Coliseum game against EAB with a goal with 6:22 left in the second period.

GRUMMAN plane news

Vol. 42, No. 4, February 28, 1983. Bethpage, N.Y. 11714